

# BAY AREA TOLL AUTHORITY

## Regional Measure 1 Toll Bridge Projects

# Project Monitoring Program

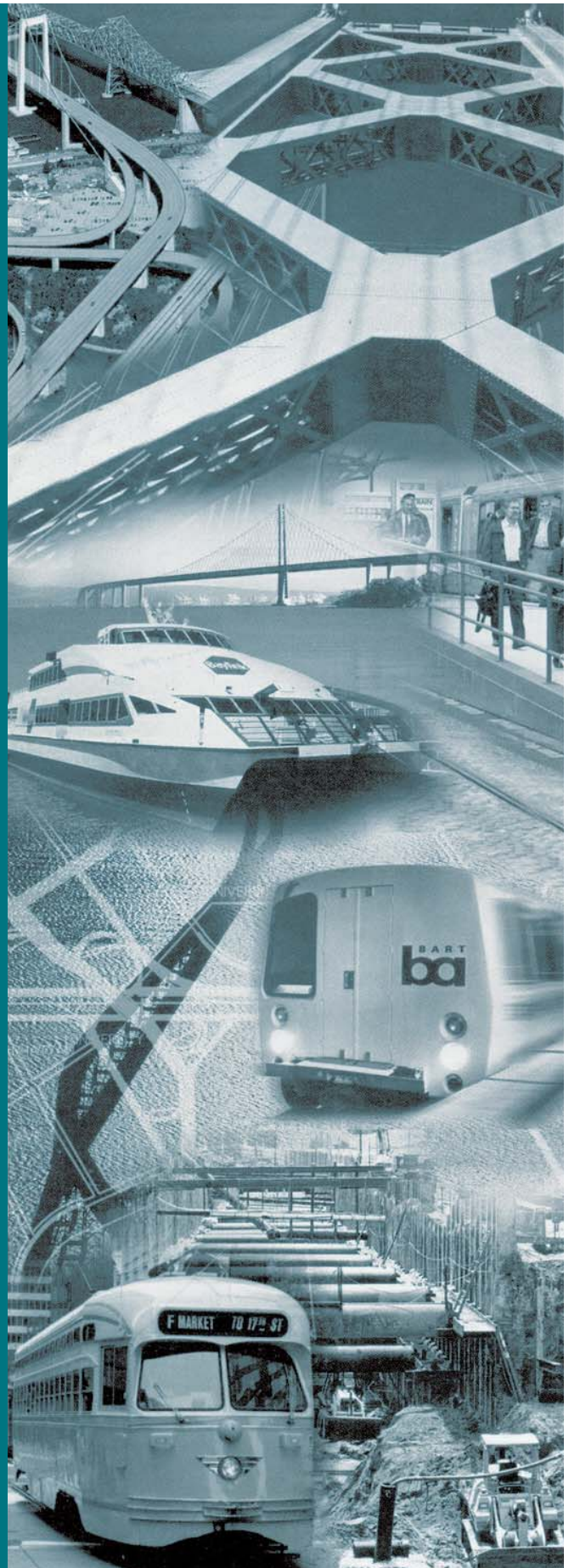
SEPTEMBER 2001 PROGRESS REPORT



**Metropolitan Transportation  
Commission**

**Bay Area Toll Authority**

Released October 2001



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# Project Monitoring Program

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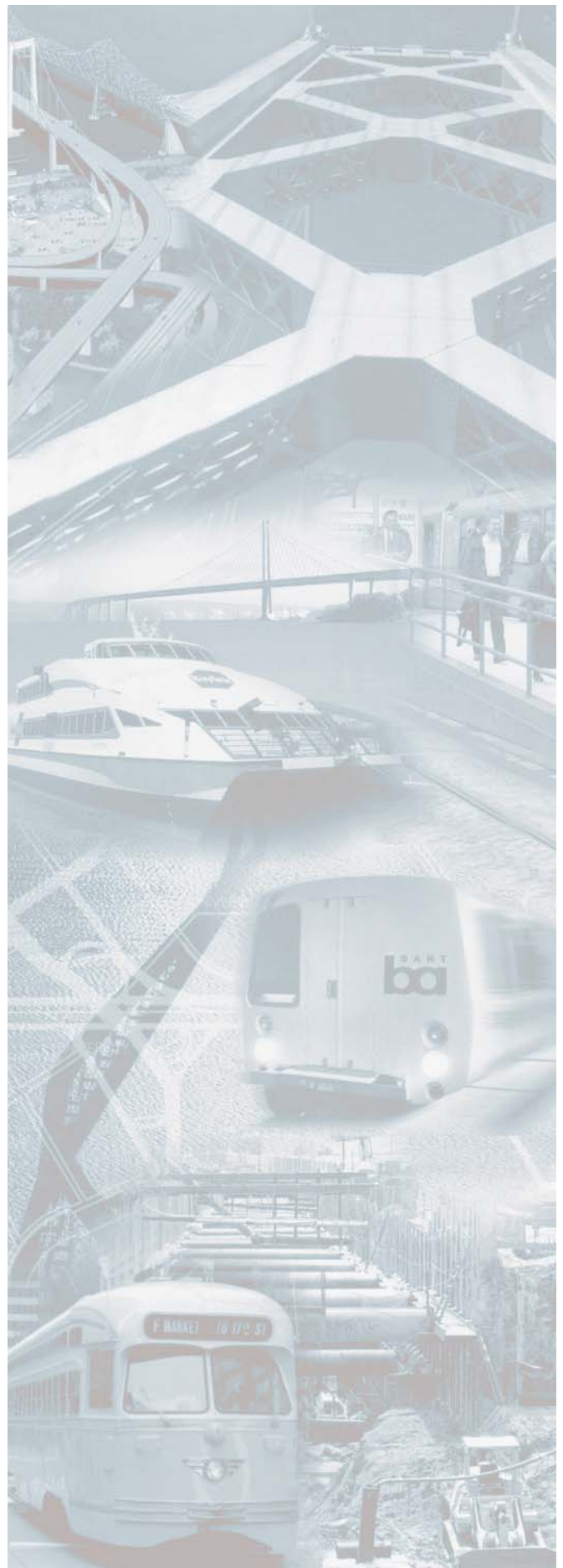
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Commission**

**Bay Area Toll Authority**

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*Prepared by*  
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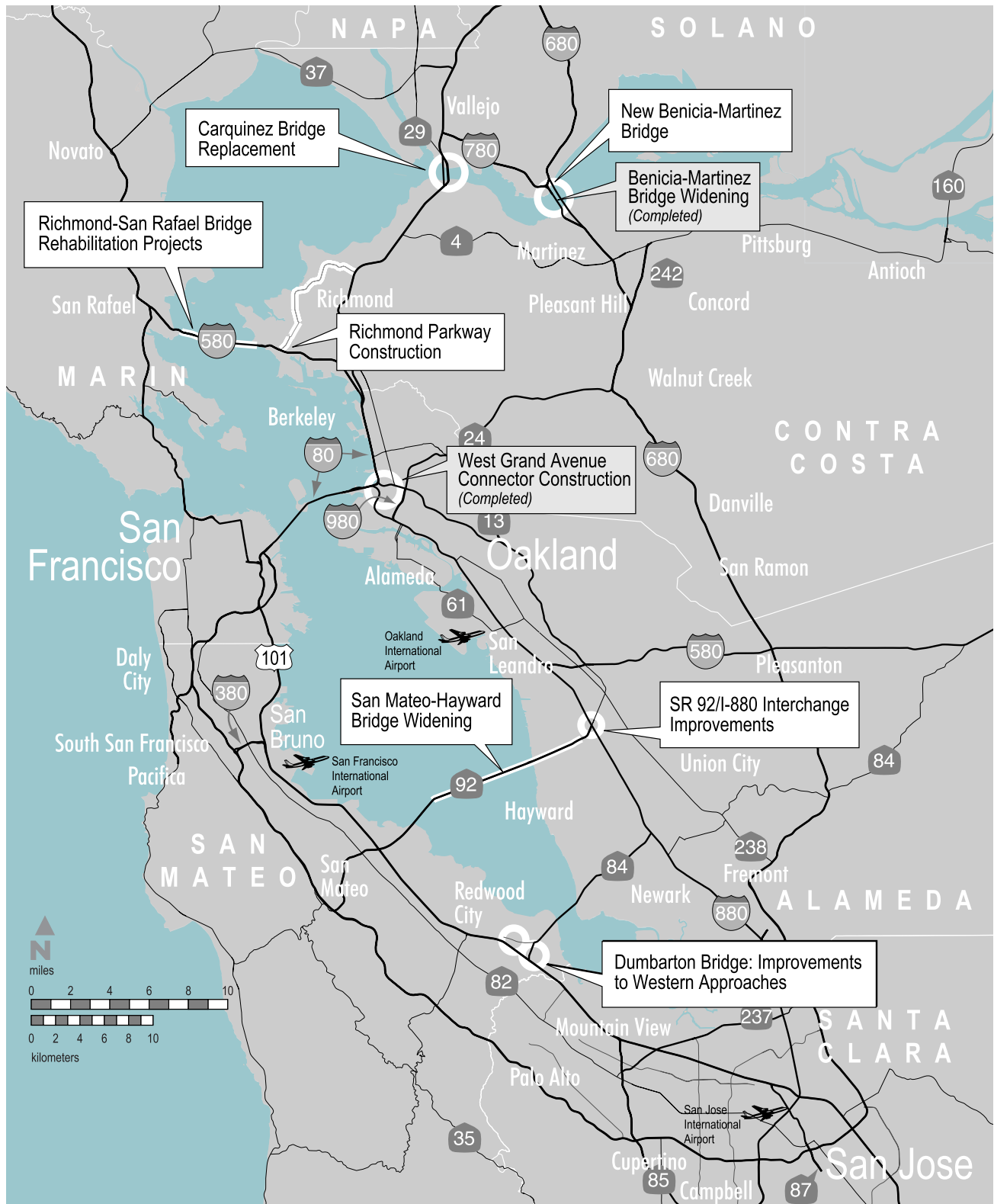
*This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Regional Measure 1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.*

## TABLE OF CONTENTS

Regional Measure 1 Toll Bridge Program .....	1
Executive Summary - Status of Regional Measure 1 Projects, and Key Issues and Developments	
Northern Bridge Group .....	2
Southern Bridge Group .....	4
Cost Status Summary .....	6
Schedule Status Summary .....	7
Northern Bridge Group	
New Benicia-Martinez Bridge .....	8
Carquinez Bridge Replacement .....	10
Richmond-San Rafael Bridge Rehabilitation .....	12
Southern Bridge Group	
San Mateo-Hayward Bridge Widening .....	14
I-880/SR-92 Interchange Improvement .....	16
Dumbarton Bridge West Approach Projects .....	18
Appendices	
Appendix A: List of Project Budget Adjustments .....	A-1
Appendix B: List of Approved Contract Change Orders (CCOs) .....	B-1
Appendix C: Project Cost Summary Details .....	C-1



REGIONAL MEASURE 1 TOLL BRIDGE PROJECTS



## BAY AREA TOLL AUTHORITY

### REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

#### *Northern Bridge Group Projects:*

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
  - Trestle and fender rehabilitation
  - Deck replacement
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project; included in cost and schedule status summaries and Appendix C for reference)

#### *Southern Bridge Group Projects:*

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed; not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and approach to six lanes
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge
  - US 101/University Avenue interchange reconstruction (non-Caltrans project; completed, included in cost and schedule status summaries and Appendix C for reference)
  - State Route 84 (Bayfront Expressway) widening.

### MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), has also assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.







Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.

### PROJECT MONITORING PROGRAM




This report focuses on monitoring project cost and schedule performance, as measured against approved budget and schedule milestones. The report provides comprehensive project status information on the Regional Measure 1 Toll Bridge Improvement Projects at three levels of detail:

- Color-coded executive summary of Regional Measure 1 projects status (program level)
- Detailed status of individual bridge projects (project level)
- Supplemental project and contract information, including budget adjustments, approved construction change orders, and project and contract level cost data, in the appendices.

EXECUTIVE SUMMARY - STATUS OF REGIONAL MEASURE 1 PROJECTS

NORTHERN BRIDGE GROUP	COST	SCHEDULE
New Benicia-Martinez Bridge		
Carquinez Bridge Replacement		
Richmond-San Rafael Bridge Rehabilitation		

**Legend:**

-  Green = no variance to current budget/schedule
-  Yellow = variance to current budget/schedule (trend), defined as follows:  
For Cost: Project (BATA) contingency use may be required  
For Schedule: Construction contract completion dates delayed by greater than 3 months
-  Red = variance to current budget/schedule, defined as follows:  
For Cost: Project budget change may be required  
For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues








BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- A budget review by Bechtel indicated a potential \$80 million increase in the project budget to cover increased construction and support costs. Higher than anticipated bids for the main span contract have confirmed this need for additional funds. Based on the apparent low bidder, an additional \$56.1 million is needed to award the main span contract. Caltrans is currently reviewing the bids to determine the reasons for the cost increase. BATA staff will likely recommend an amendment to the project budget for BATA Oversight Committee consideration in October.
  - Based on the low bid, the project schedule may be advanced by as much as 9 months. Caltrans is reviewing the bid to determine the final schedule.
  - The Toll Plaza Contract was advertised on August 6, 2001 with a scheduled bid opening in October 2001. The I-680/I-780 interchange was advertised on August 28, 2001 with a scheduled bid opening in November 2001.
  - The south approach grading contract achieved substantial completion in mid-September 2001.
- 
- The current schedule has been revised by Caltrans to reflect the actual progress on the project, including delays due to construction problems during rock socket installation at the south tower foundations. The current scheduled open-to-traffic date of the new bridge is October 2003. The schedule status code for the project has been reset to "green".
  - Construction of the new bridge is proceeding with multiple operations at the north and south anchorages and towers. Installation of anchor frames and placement of footing concrete continues at the north and south anchorages. Concrete pours are underway at the north tower pedestal legs. Footing construction is underway at the south tower, with reinforcing steel cages being installed for the pedestal legs.
  - Caltrans is negotiating a claim with the contractor related to the construction issues associated with the rock sockets. BATA has revised the budget for the project to address the potential claim.
  - On the south approach and interchange contract, installation of the drainage system is complete for westbound I-80. Placement of lean concrete under-pavement is underway and will continue through October. Concrete work on columns for the new viaduct structure is in progress.
- 
- The contractor has been assembling work platforms to be hung underneath the lower deck girders. The platforms are to be used for cleaning and painting the undercoat of the bridge. The contractor is also moving temporary K-rails from the lower deck to the upper deck for ongoing work and relocating fiber optic cables.

## EXECUTIVE SUMMARY - STATUS OF REGIONAL MEASURE 1 PROJECTS

SOUTHERN BRIDGE GROUP	COST	SCHEDULE
San Mateo-Hayward Bridge Widening		
I-880/SR-92 Interchange Improvement		
Dumbarton Bridge West Approach Projects (Bayfront Expressway)		

- Legend:**
-  Green = no variance to current budget/schedule
  -  Yellow = variance to current budget/schedule (trend), defined as follows:  
For Cost: Project (BATA) contingency use may be required  
For Schedule: Construction contract completion dates delayed by greater than 3 months
  -  Red = variance to current budget/schedule, defined as follows:  
For Cost: Project budget change may be required  
For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- As previously reported to this Committee, the current capital outlay support budget for the project is underestimated. Caltrans is forecasting a \$14.4 million increase in support to \$29.9 million; this will increase support costs to 15% of the total project cost. Currently, BATA has sufficient project contingency funds to cover the increase in support costs. BATA and Bechtel are currently reviewing the Caltrans forecast for the San Mateo Bridge project and other bridge projects; BATA staff will make a recommendation in regards to support costs for all of the projects to the BATA Oversight Committee in December .

**Bridge Widening**

- Construction on the bridge widening is ongoing with concurrent pile driving, bent cap installation, and bridge deck pours. 10,527 feet of the bridge deck (out of 24,837 feet total) has been placed to date. The bridge deck is proceeding at approximately 290 feet per week. Caltrans is reviewing a significant change order related to design modifications to the girders on the contract. The time portion of the contractor's claim has been settled. Caltrans and the contractor are continuing to negotiate the final cost of the change order. Based upon current discussions, the identified change order can be covered by existing contingencies.

**Road Widening**

- On the road-widening contract, the new westbound HOV lane has been opened and placement of rubberized asphalt on Route 92 has been completed. Remaining work includes PG&E work and punch-list items. The construction portion of the contract was substantially completed in September 2001.

- Caltrans has received preliminary comments to the Draft Supplemental Environmental Impact Statement/Report (DSEIS/R) for the project from the Federal Highway Administration (FHWA). The report is scheduled for public release pending final review and approval by the FHWA.
- Caltrans is performing preliminary engineering in an effort to maintain the project schedule.
- Based on a preliminary revised Caltrans estimate for the project that is higher than the current budget, a "yellow" cost status code is indicated in the PMP report. Bechtel is reviewing this estimate for reasonableness and will report their findings to the Authority when completed.

**Bayfront Expressway**

- Caltrans is currently working with the U.S. Army Corps of Engineers (USACE) to resolve wetland impacts by the project. The USACE has determined that an individual permit is required and has requested additional environmental tests. Caltrans has responded to the USACE's requests and is anticipating a USACE permit by November 2001. Advertisement of the project is currently anticipated for December 2001.

## COST STATUS SUMMARY (MILLION DOLLARS)

PROJECT	Baseline Budget (June 2000)	Current Budget (Sep 2001)	Current Forecast (Sep 2001)	Expended To Date (7/98 - 07/01)
<i>Northern Bridge Group</i>				
New Benicia-Martinez Bridge	586.0	586.0	642.1	52.3
Carquinez Bridge Replacement	433.2	479.8	479.8	184.6
Richmond-San Rafael Bridge Rehabilitation				
▶ West Trestle and Fender Rehabilitation	45.4	35.4	35.4	0.7
▶ Deck Replacement	53.4	53.4	53.4	0.0
Richmond Parkway (Non-Caltrans) <sup>1</sup>	5.9	5.9	5.9	2.2
<b>SUBTOTAL – NBG</b>	<b>1,123.9</b>	<b>1,160.4</b>	<b>1,216.6</b>	<b>239.8</b>
<i>Southern Bridge Group</i>				
San Mateo-Hayward Bridge Widening				
▶ Widening	203.6	203.6	203.6	102.7
▶ West Approach Replacement Planting	0.3	0.3	0.3	0.0
I-880/SR-92 Interchange Improvement	124.2	134.2	134.2	4.4
Dumbarton Bridge West Approach Projects				
▶ US-101/University Avenue Interchange Reconstruction ( <i>Non-Caltrans</i> )	3.8	3.8	3.8	3.7
▶ Bayfront Expressway (SR-84) Widening	33.8	33.8	33.8	3.5
<b>SUBTOTAL – SBG</b>	<b>365.6</b>	<b>375.6</b>	<b>375.6</b>	<b>114.3</b>
<b>GRAND TOTAL</b>	<b>1,489.5</b>	<b>1,536.1</b>	<b>1,592.2</b>	<b>354.2</b>

<sup>1</sup> For the Richmond Parkway, values shown represent the portion funded by BATA.

BAY AREA TOLL AUTHORITY

SCHEDULE STATUS SUMMARY

PROJECT	New Facility Open to Traffic Baseline (June 2000)	New Facility Open to Traffic Current (September 2001)	New Facility Open to Traffic Forecast (September 2001)
<b>Northern Bridge Group</b>			
New Benicia-Martinez Bridge	Jan 04	Apr 05	Apr 05
Carquinez Bridge Replacement	Jan 03	Oct 03	Oct 03
Richmond-San Rafael Bridge Rehabilitation			
▶ West Trestle and Fender Rehabilitation <sup>1</sup>	Dec 04	Sep 04	Sep 04
▶ Deck Replacement <sup>1</sup>	Sep 06	Sep 06	Sep 06
Richmond Parkway ( <i>Non-Caltrans</i> ) <sup>2</sup>	Feb 01	May 01	May 01
<b>Southern Bridge Group</b>			
San Mateo-Hayward Bridge Widening			
▶ Widening	Dec 02	Dec 02	Dec 02
▶ West Approach Replacement Planting <sup>1</sup>	May 08	May 08	May 08
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Dec 06
Dumbarton Bridge West Approach Projects			
▶ US-101/University Avenue Interchange Reconstruction ( <i>Non-Caltrans</i> ) <sup>1</sup>	Apr 00	Apr 00	Apr 00
▶ Bayfront Expressway (SR-84) Widening <sup>1</sup>	Mar 03	Apr 04	Apr 04

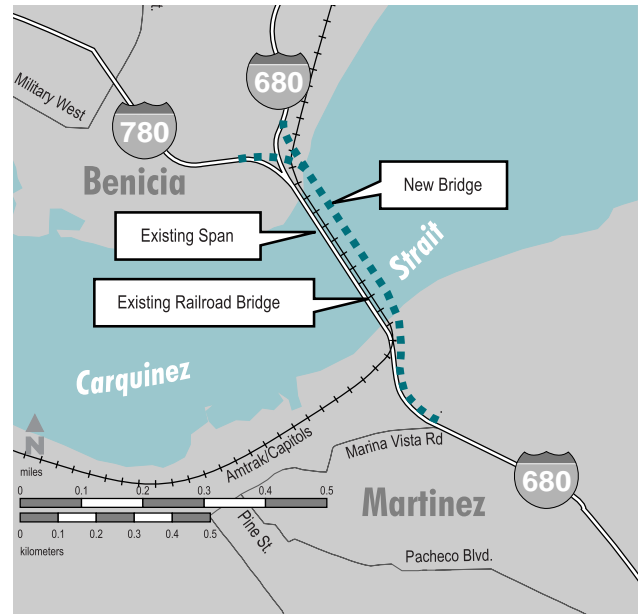
<sup>1</sup> For the Richmond-San Rafael Bridge Rehab, San Mateo-Hayward Bridge West Approach Planting, and Dumbarton Bridge West Approach projects, the dates shown reflect construction completion; the existing facility remains open to traffic during all phases of construction.

<sup>2</sup> The Canal Boulevard realignment was opened to traffic on May 25, 2001.

## NEW BENICIA-MARTINEZ BRIDGE

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

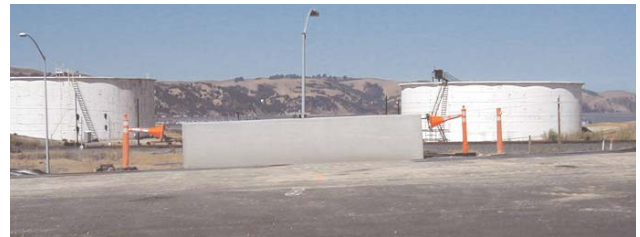
- Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane) that will allow conversion of the existing bridge to southbound traffic only
- Addition of a new bicycle/pedestrian lane on the existing bridge
- Construction of a new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes
- Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges.



## Project Photos



*Future new bridge; looking west*



*South approach – Guard rail installation*

## Current Activities:

- The new bridge contract was advertised on February 13, 2001. Approved permits from the U.S. Coast Guard and U.S. Army Corp of Engineers (USACE) were received in late July and early August. The USACE permit will allow the contractor to start shallow water and dredging work in December 2001 versus June 2002, saving 180 days on the project schedule. As a result, the forecast open to traffic date is April 2005. The bid opening date for the main span project was revised to September 26, 2001 to allow contractors time to travel to the bid opening location.
- On the south approach/grading contract, substantial construction completion was achieved in mid-September 2001. Work remaining includes spoil removal and punch-list items.
- The toll plaza was advertised on August 6, 2001 with a bid opening scheduled for mid-October 2001. The I-680/I-780 interchange contract was advertised on August 28, 2001 with a bid opening scheduled for early November 2001.



## BAY AREA TOLL AUTHORITY

## NEW BENICIA-MARTINEZ BRIDGE

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Sep 2001)	Current Forecast (Sep 2001)	Variance	Expended to Date (7/98 - 07/01)	Notes
Capital Outlay Construction						A
South Approach	6.0	7.0	7.0	0.0	5.9	
New Bridge	247.3	250.6	306.7	56.1	0.0	A
Toll Plaza and Administration Building	22.8	29.7	29.7	0.0	0.0	
I-680/Marina Vista Interchange	43.2	51.3	51.3	0.0	0.0	
I-680/I-780 Interchange	80.8	62.7	62.7	0.0	0.0	
Other Budgeted Capital	28.1	30.0	30.0	0.0	0.0	
Capital Outlay Support	78.2	76.8	76.8	0.0	36.4	
Capital ROW	21.1	21.1	21.1	0.0	10.0	
Other Non-BATA Funding	0.0	31.0	31.0	0.0		
Project (BATA) Contingency	58.4	25.7	25.7	0.0		
<b>Project Total (a)</b>	<b>586.0</b>	<b>586.0</b>	<b>642.1</b>	<b>56.1</b>	<b>52.3</b>	
(a) Totals may be rounded						

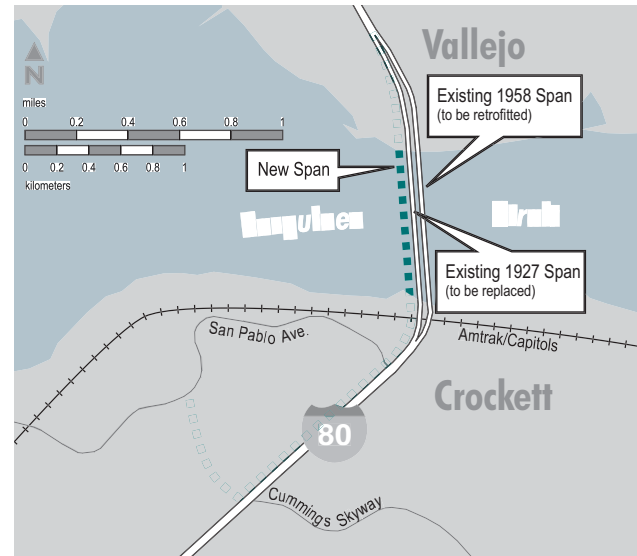
SCHEDULE STATUS	Baseline (June 2000)	Current (Sep 2001)	Forecast (Sep 2001)	Variance	Notes
<b>Construction Contract Completion</b>					
New Bridge	Jan 04	Apr 05	Apr 05	0	B
Toll Plaza and Administration Building	Feb 03	Feb 03	Feb 03	0	
I-680/Marina Vista Interchange	Dec 03	Mar 04	Mar 04	0	
I-680/I-780 Interchange	Dec 03	Jul 04	Jul 04	0	
South Approach	Mar 01	Oct 01	Oct 01	0	
Modify Existing Bridge	Jul 05	Jul 05	Jul 05	0	
<b>Project</b>					
<b>New Facility Open to Traffic</b>	<b>Jan 04</b>	<b>Apr 05</b>	<b>Apr 05</b>	<b>0</b>	

NOTES	ACTION
A. A budget review by Bechtel indicated a potential \$80 million increase in project budget to cover increased construction and support costs. Higher than anticipated bids for the main span contract have confirmed this need for additional funds. Based on the apparent low bidder, an additional \$56.1 million is needed to award the main span contract. Caltrans is currently reviewing the bids to determine the reasons for the cost increase.	BATA staff will recommend a budget amendment in October.
B. The open to traffic date is delayed from the original schedule date of January 2004; with A+B bidding, some schedule recovery may be possible. The apparent low bidder is estimated construct complete in July 2004.	The new bridge contract was advertised on February 13, 2001; bid opening is scheduled for September 26, 2001.

## CARQUINEZ BRIDGE REPLACEMENT

The existing Carquinez Bridge carries Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. While the 1958 bridge is being strengthened under Caltrans' seismic retrofit program, the 1927 bridge has been identified as being seismically deficient and will be replaced under the RM 1 program. The Carquinez Bridge replacement project will construct a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of this project. The project will incorporate the following features:

- Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- Addition of a new bicycle/pedestrian lane on the new bridge.



### Project Photos



*Future new bridge; looking northeast*



*N. Tower legs – Concrete placing*

### Current Activities:

- On the main span and north approach contract, construction continues on several areas. Anchor frame installation and footing concrete placement continues at the north and south anchorages. Concrete is being placed at both the west and east pedestal legs of the north tower. Installation of reinforcing steel cages and footing construction is in progress of the south tower. Testing and mitigation of the rock sockets is in progress.
- On the south approach and interchange contract, drainage work and excavation is complete along westbound I-80. Retaining wall installation along westbound I-80 continues, lean concrete under-pavement is being placed, and concrete work on the columns of the new viaduct structure is in progress.
- On the maintenance facility contract, masonry work for the main and compressor buildings is virtually complete. Formwork and reinforcing steel installation is underway for the concrete walls at the compressor building. Sub-floor plumbing and electrical for the main building is complete and structural steel installation has commenced. Concrete floors are complete in the maintenance bay.

BAY AREA TOLL AUTHORITY

CARQUINEZ BRIDGE REPLACEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Sep 2001)	Current Forecast (Sep 2001)	Variance	Expended to Date (7/98 – 07/01)	Notes
Capital Outlay Construction						
Replacement Bridge and North Approach	213.7	243.1	243.1	0.0	116.3	
South Approach and Interchange	116.0	73.9	73.9	0.0	8.5	
Maintenance Facility (Phases I & II)	7.0	8.1	8.1	0.0	3.1	
1927 Bridge Demolition	16.0	16.0	16.0	0.0	0.0	
Other Budgeted Capital	10.6	13.6	13.6	0.0	5.1	
Capital Outlay Support	43.7	96.8	96.8	0.0	43.6	
Capital ROW	9.6	11.1	11.1	0.0	8.0	
Project (BATA) Contingency	16.5	17.1	17.1	0.0		
<b>Project Total (a)</b>	<b>433.2</b>	<b>479.8</b>	<b>479.8</b>	<b>0.0</b>	<b>184.6</b>	

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current (Sep 2001)	Forecast (Sep 2001)	Variance	Notes
<b>Construction Contract Completion</b>					
Replacement Bridge & North Approach	Dec 03	May 04	May 04	0	
South Approach and Interchange	Oct 04	May 03	May 03	0	
Maintenance Facility	Mar 02	Jun 02	Jun 02	0	
1927 Bridge Demolition	Mar 06	Mar 06	Mar 06		
<b>Project</b>					
<b>New Facility Open to Traffic</b>	<b>Jan 03</b>	<b>Oct 03</b>	<b>Oct 03</b>		

NOTES	ACTION
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None for this report

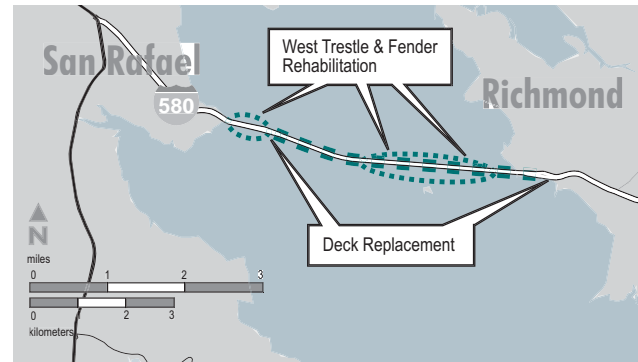
## RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access - via Interstate 580 - across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM 1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- The first project is to rehabilitate the western trestle (low-rise) section of the bridge near San Rafael and the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project already scheduled for the bridge
- The second project is to replace the existing concrete deck on the bridge. The cast-in-place concrete riding

surface (deck) has been worn down over time due to traffic and exposure to the marine environment. This project will follow the completion of the trestle and fender rehabilitation project to avoid possible construction conflicts.



### Project Photos



Existing bridge; looking east



Pier work on eastern section

### Current Activities:

- The contractor has been assembling work platforms to be hung underneath the lower deck girders. The platforms are to be used for cleaning and painting the undercoat of the bridge. The contractor is also moving temporary K-rails from the lower deck to the upper deck for ongoing work. Relocation of Pacific Bell fiber optic cables on Pier 19 is underway

BAY AREA TOLL AUTHORITY

RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Sep 2001)	Current Forecast (Sep 2001)	Variance	Expended to Date (7/98 - 07/01)	Notes
<b>West Trestle and Fender Rehabilitation</b>						
Capital Outlay Construction	33.9	0.0	0.0	0.0	0.0	
Capital Outlay Support	5.4	0.7	0.7	0.0	0.7	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Other Non-BATA Funding	0.0	34.6	34.6	0.0		
Project (BATA) Contingency	6.1	0.0	0.0	0.0		
<b>Subtotal</b>	<b>45.4</b>	<b>35.4</b>	<b>35.4</b>	<b>0.0</b>	<b>0.7</b>	
<b>Deck Replacement</b>						
Capital Outlay Construction	33.0	33.0	33.0	0.0	0.0	
Capital Outlay Support	9.0	5.0	5.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Other Non-BATA Funding	0.0	4.0	4.0	0.0		
Project (BATA) Contingency	11.4	11.4	11.4	0.0		
<b>Subtotal</b>	<b>53.4</b>	<b>53.4</b>	<b>53.4</b>	<b>0.0</b>	<b>0.0</b>	
<b>Project Total (a)</b>	<b>98.8</b>	<b>88.8</b>	<b>88.8</b>	<b>0.0</b>	<b>0.7</b>	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Sep 2001)	Forecast (Sep 2001)	Variance	Notes
<b>Construction Contract Completion</b>					
West Trestle and Fender Rehabilitation	Dec 04	Sep 04	Sep 04	0	
Deck Replacement	Sep 06	Sep 06	Sep 06	0	
<b>Project</b>					
<b>New Facility Open to Traffic</b>					A

NOTES	ACTION
A. The existing facility remains open to traffic during all phases of construction.	None.

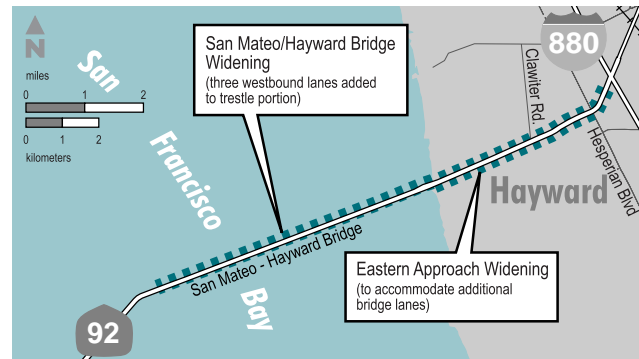


## SAN MATEO-HAYWARD BRIDGE WIDENING

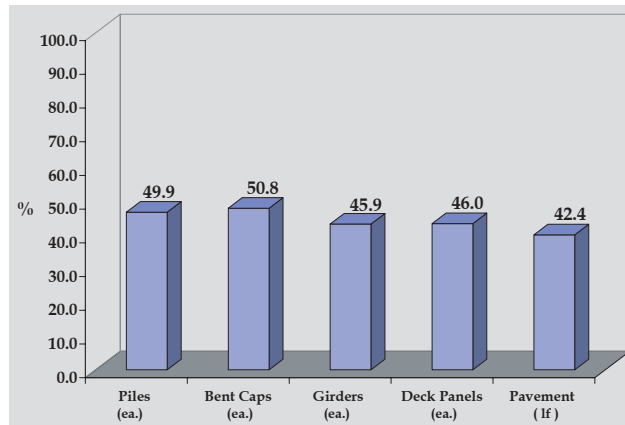
In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project will complete the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

- Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders
- Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- Construction of a new pedestrian/bicycle overcrossing of State Route 92

- Expansion of the existing toll plaza
- Improvements to the Hayward Shoreline Interpretive Center
- Also, as an associated project, improvements will be made to the Bay Trail between the San Mateo-Hayward and Dumbarton Bridges in the East Bay.



### Project Construction Progress and Photos



Construction progress – Percent complete



Deck pour

### Current Activities:

- The bridge widening contract is ongoing with concurrent pile driving, bent cap installation, and bridge deck pours. 10,527 feet of paved bridge deck (of 24,837 feet total) is in place. The current schedule has at least one frame (290 feet) poured per week. Cast in place concrete barrier rail is being continuously installed on the new bridge.
- On the road-widening contract, the new westbound HOV lane has been opened. Placement of rubberized asphalt on Route 92 has been completed. Punchlist items and PG&E work remain. The construction portion of the contract was substantially completed in 2001.
- The toll plaza contract was awarded in early August 2001. A pre-construction meeting was held in mid-September 2001.



## BAY AREA TOLL AUTHORITY

## SAN MATEO-HAYWARD BRIDGE WIDENING

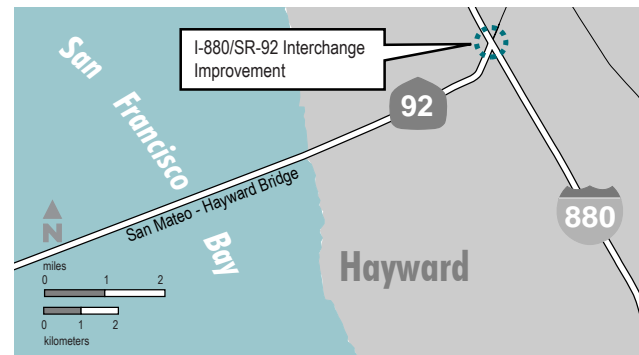
COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Sep 2001)	Current Forecast (Sep 2001)	Variance	Expended to Date (7/98 - 07/01)	Notes
<b>Widening</b>						
Capital Outlay Construction						
Widen Trestle	124.8	124.7	124.7	0.0	62.4	A
Widen Roadway	29.2	26.0	26.0	0.0	23.1	
Construct Mini Toll Plaza	4.4	6.3	6.3	0.0	0.0	
Other Budgeted Capital	8.9	8.0	8.0	0.0	0.0	
Capital Outlay Support	15.5	15.9	31.4	15.5	16.7	B
Capital ROW	1.5	1.4	1.4	0.0	0.5	
Project (BATA) Contingency	19.3	21.3	5.7	-15.5		
<b>Subtotal</b>	<b>203.6</b>	<b>203.6</b>	<b>203.6</b>	<b>0.0</b>	<b>102.7</b>	
<b>West Approach Planting</b>						
Capital Outlay Construction	0.2	0.2	0.2	0.0	0.0	
Capital Outlay Support	0.1	0.1	0.1	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.1	0.1	0.1	0.0		
<b>Subtotal</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	
<b>Project Total (a)</b>	<b>203.9</b>	<b>203.9</b>	<b>203.9</b>	<b>0.0</b>	<b>102.7</b>	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Sep 2001)	Forecast (Sep 2001)	Variance	Notes
<b><u>Construction Contract Completion</u></b>					
<b>Widening</b>					
Widen Trestle	Dec 02	Jan 03	Jan 03	0	A
Construct Mini Toll Plaza	Nov 02	Nov 02	Nov 02	0	
Widen Eastern Approach	Nov 02	Sep 01	Sep 01	0	
<b>West Approach Replacement Planting</b>					
West Approach Replacement Planting	May 08	May 08	May 08	0	
<b><u>Project</u></b>					
<b>New Facility Open to Traffic</b>	<b>Dec 02</b>	<b>Dec 02</b>	<b>Dec 02</b>	<b>0</b>	

NOTES	ACTION
A. The contractor has submitted a cost and time claim based on the redesign modifications of the girders.	Caltrans is evaluating the claim. The time portion of the claim has been settled with 50 days TRO and 17 days non-TRO.
B. The current capital outlay support cost budget is underestimated as noted on page 5 (Executive Summary)	The capital outlay support estimate is under review by Caltrans and BATA.

## I-880/SR-92 INTERCHANGE IMPROVEMENT

As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. While still in the environmental clearance phase, the project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives are under consideration and are being assessed as part of the environmental process.



### Project Photos



Existing interchange; looking west



Alternative H interchange; looking west

### Current Activities:

- There are no current construction activities.
- Caltrans has received and incorporated preliminary comments on the Draft Environmental Impact Statement Report (DSEIS/R) from the Federal Highway Administration (FHWA). The DSEIS/R will be released pending final review and approval by the FHWA.
- The project completion date has remained unchanged due to continuing design work by Caltrans.
- Based on a preliminary revised Caltrans estimate for the project that is higher than the current budget, a "yellow" cost status code is indicated in the PMP report. Bechtel is reviewing this estimate for reasonableness and will report their findings to the Authority when completed.

BAY AREA TOLL AUTHORITY

I-880/SR 92 INTERCHANGE IMPROVEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Sep 2001)	Current Forecast (Sep 2001)	Variance	Expended to Date (7/98 - 07/01)	Notes
<b>I-880/SR-92 Interchange Improvement</b>						
Capital Outlay Construction	70.3	70.3	70.3	0.0	0.0	
Capital Outlay Support	20.8	20.8	20.8	0.0	4.4	
Capital ROW	8.0	8.0	8.0	0.0	0.0	
Other Non-BATA Funding	0.0	10.0	10.0	0.0	0.0	
Project (BATA) Contingency	25.1	25.1	25.1	0.0	0.0	
<b>Project Total (a)</b>	<b>124.2</b>	<b>134.2</b>	<b>134.2</b>	<b>0.0</b>	<b>4.4</b>	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Sep 2001)	Forecast (Sep 2001)	Variance	Notes
<b><u>Construction Contract Completion</u></b>					
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Dec 06	0	
<b><u>Project</u></b>					
New Facility Open to Traffic	Dec 06	Dec 06	Dec 06	0	

NOTES	ACTION
None for this report	

## DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- The first project, sponsored by the City of East Palo Alto, modifies the U.S. Route 101/University Avenue interchange. This project is designed to help alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- The second project, sponsored by Caltrans, widens the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The existing six-lane expressway section from the bridge to University Avenue will be reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road will be widened from four to six lanes.



### Project Photos



Bayfront Expressway (SR-84) – existing conditions; looking northwest

### Current Activities:

- Caltrans is currently working with the U.S. Army Corps of Engineers (USACE) to resolve wetland impacts by the project. The USACE has determined that an individual permit is required and has requested additional environmental tests. Caltrans has responded to the USACE's requests and is anticipating a USACE permit by November 2001. Advertisement of the project is currently anticipated for December 2001.
- The current schedule for the project has been revised by Caltrans to reflect the actual progress and an updated construction schedule. The current open-to-traffic date of the new facility is scheduled for April 2004, which is one year later than the previous current schedule shown for the project.
- The work will be performed under two contracts: one for widening the road; one for mitigation required by the USACE.

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Sep 2001)	Current Forecast (Sep 2001)	Variance	Expended to Date (7/98 - 07/01)	Notes
<b>US101/University Avenue Interchange Reconstruction (Non-Caltrans)</b>						
Capital Outlay Construction	3.8	3.8	3.8	0.0	3.7	
Capital Outlay Support	0.0	0.0	0.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.0	0.0	0.0	0.0		
<b>Subtotal</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>3.7</b>	
<b>Bayfront Expressway (SR84) Widening</b>						
Capital Outlay Construction	24.8	24.8	26.7	1.9	0.0	
Capital Outlay Support	4.4	4.4	4.7	0.3	3.5	
Capital ROW	1.3	1.3	0.1	-1.2	0.0	
Project (BATA) Contingency	3.3	3.3	2.4	-0.9		
<b>Subtotal</b>	<b>33.8</b>	<b>33.8</b>	<b>33.8</b>	<b>0.0</b>	<b>3.5</b>	
<b>Project Total (a)</b>	<b>37.6</b>	<b>37.6</b>	<b>37.6</b>	<b>0.0</b>	<b>7.2</b>	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Sep 2001)	Forecast (Sep 2001)	Variance	Notes
<b>Construction Contract Completion</b>					
US 101/University Avenue Interchange Reconstruction (Non-Caltrans)	Apr 00	Apr 00	Apr 00	0	
Bayfront Expressway (SR84) Widening	Mar 03	Apr 04	Apr 04	0	
<b>Project</b>					
New Facility Open to Traffic	Mar 03	Apr 04	Apr 04	0	

NOTES	ACTION
None for this report	



## **APPENDICES**

**Appendix A: List of Project Budget Adjustments**

**Appendix B: List of Approved Contract Change Orders**

**Appendix C: Project Cost Summary Details**





BAY AREA TOLL AUTHORITY

APPENDIX A – LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

**Baseline Budget (June 2000):** Baseline budgets as established by BATA in June 2000 for each project within the overall program.

**Current Budget:** Budget currently serving as the baseline for monitoring purposes. The current budget is equal to the established June 2000 budget, plus or minus any adjustment as listed below.

Project Baseline Adjustments

Date	Description of Adjustment
10/2000	Current budgets for allocated capital outlay have been adjusted by BATA to reflect current Caltrans construction contract allotments.
11/2000	Current budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects have been revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund from Caltrans related to the Carquinez Bridge project.
01/2001	Current budget for the Benicia-Martinez bridge was revised to reflect allocations by BATA.
03/2001	Current budget for the Carquinez Bridge was revised by BATA.

**BAY AREA TOLL AUTHORITY**

**APPENDIX B - LIST OF APPROVED CONTRACT CHANGE ORDERS (CCO)  
FOR THE MONTH OF SEPTEMBER 2001**

Bridge/ Contract	CCO Number <sup>1</sup>	CCO Description	Funding Source <sup>2</sup>	Impacts	
				Cost (\$1000's)	Schedule
<b>New Benicia- Martinez Bridge</b>  <b>South Approach</b> <b>04-006094</b>		No approved contract change orders for September 2001 (Project is in final stage of completion).			
<b>Totals for September 2001<sup>3</sup></b>					

<sup>1</sup> CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

<sup>2</sup> Funding Source(s)  
S = Supplemental work  
C = Construction contingency

<sup>3</sup> Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B - LIST OF APPROVED CONTRACT CHANGE ORDERS (CCO)  
FOR THE MONTH OF SEPTEMBER 2001**

Bridge/ Contract	CCO Number <sup>1</sup>	CCO Description	Funding Source <sup>2</sup>	Impacts	
				Cost (\$1000's)	Schedule
<b>Carquinez Bridge Replacement 04-013014</b>	28	Tower 3 revised tip	C	\$3,921	
	35S1	Obtain under-reamer for Tower 2	C	\$4,750	
	35S2	Revision 2 Rock Socket TRO 9/24/00	C	\$9,583	
	39S1	Additional funds for 16" EBMUD water line relocation	C	\$125	
<b>Subtotal</b>				<b>\$18,379</b>	
<b>Crockett Interchange 04-013054</b>	4	Removal/Disposal of utility spoil	C	\$50	
	5	Additional NDT Testin for welding	C	\$100	
	8	CMS placement for public awareness	C	\$20	
	9	Traffic handling details for EB off-ramp	C	\$28	
	11	Assist with pile load testing	C	\$75	
	14	Buried man-made objects	C	\$100	
	16	Utility potholing	C	\$20	
	20	Delete Item #238	--	-\$10	
	35	Repair DS 23mm at "G" Line Bent 10	C	\$5	
<b>Subtotal</b>				<b>\$388</b>	
<b>Maintenance Facility 04-013084</b>		No approved contract change orders for September 2001.			
<b>Totals for September 2001<sup>3</sup></b>				<b>\$18,767</b>	

<sup>1</sup> CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

<sup>2</sup> Funding Source(s)  
S = Supplemental work  
C = Construction contingency

<sup>3</sup> Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B - LIST OF APPROVED CONTRACT CHANGE ORDERS (CCO)  
FOR THE MONTH OF SEPTEMBER 2001**

Bridge/ Contract	CCO Number <sup>1</sup>	CCO Description	Funding Source <sup>2</sup>	Impacts	
				Cost (\$1000's)	Schedule
<b>San Mateo - Hayward Bridge</b>					
<b>Widen Trestle 04-045014</b>	14-S1	Compensation for girder redesign through 8/15/01	C	\$1,228	
	28	Additional reinforcement at girders	C	\$170	
	33	Revise SWPPP	C	\$6	
<b>Subtotal</b>				<b>\$1,405</b>	
<b>Widen Roadway 04-045034</b>	1-2	Additional funds for traffic control	C	\$50	
	13-1	Additional funds for buried man-made objects	C	\$30	
			C		
	40	Change in structural - 111+0 to 115+00		-\$41	
	41	To eliminate Pac Bell and PG&E work		\$61	
	61	Waive ambient temp change for AC		\$0	
	68	Hesperian Blvd. On-ramp barrier installation		\$15	
	71	PCC pavement deletion		-\$126	
	72	Install 3 and 1/2 Barrier mounted sign posts		\$10	
	73	RAC CCO		\$0	
	74	Revise temp requirements RAC CCO		\$0	
<b>Subtotal</b>				<b>-\$1</b>	
<b>Totals for September 2001<sup>3</sup></b>				<b>\$1,404</b>	

<sup>1</sup> CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

<sup>2</sup> Funding Source(s)  
S = Supplemental work  
C = Construction contingency

<sup>3</sup> Approved CCO cost total is within the approved current contract budget.

## BAY AREA TOLL AUTHORITY

## APPENDIX C - PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Capital Right-of-Way and Capital Outlay are shown for each of the projects. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

**Definitions:**

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, external third party agreements, state-furnished materials, supplemental construction work, and construction contingencies.

Project Cost Summaries (\$ Millions)						
EA Number	Baseline Budget Jun-00	Current Budget Sep-01	Current Forecast Sep-01	Net Change	Expended <sup>1</sup> to Date (7/98 - 07/01)	Note
Northern Bridge Group						
<i>Project 2003 - New Benicia-Martinez Bridge</i>						
<b>South Approach</b>						
Capital Outlay Support	00609x	3.5	3.5	3.5	0.0	3.2
Capital Right of Way	006099	7.0	7.0	7.0	0.0	7.7
Capital Outlay	006094	6.0	7.0	7.0	0.0	5.9
<b>Total South Approach</b>		<b>16.5</b>	<b>17.5</b>	<b>17.5</b>	<b>0.0</b>	<b>16.8</b>
<b>New Bridge</b>						
Capital Outlay Support	00603x	31.9	31.9	31.9	0.0	11.5
Capital Right of Way	006039	5.1	4.1	4.1	0.0	0.7
Capital Outlay	006034	247.3	250.6	306.7	56.1	0.0
Other Non-BATA Funding		0.0	10.1	10.1	0.0	
<b>Total New Bridge</b>		<b>284.2</b>	<b>296.7</b>	<b>352.8</b>	<b>56.1</b>	<b>12.2</b>
<b>Toll Plaza &amp; Administration Building</b>						
Capital Outlay Support	00604x	6.2	6.0	6.0	0.0	4.2
Capital Right of Way	006049	0.0	0.0	0.0	0.0	0.0
Capital Outlay	006044	22.8	29.7	29.7	0.0	0.0
<b>Total Toll Plaza &amp; Admin.</b>		<b>29.1</b>	<b>35.7</b>	<b>35.7</b>	<b>0.0</b>	<b>4.2</b>
<b>I-680/Marina Vista Interchange</b>						
Capital Outlay Support	00605x	10.7	10.7	10.7	0.0	6.6
Capital Right of Way	006059	7.4	7.4	7.4	0.0	0.1
Capital Outlay	006054	43.2	51.3	51.3	0.0	0.0
<b>Total I-680/MV I/C</b>		<b>61.4</b>	<b>69.5</b>	<b>69.5</b>	<b>0.0</b>	<b>6.8</b>
<b>I-680/I-780 Interchange</b>						
Capital Outlay Support	00606x	18.7	17.3	17.3	0.0	10.1
Capital Right of Way	006069	1.7	1.7	1.7	0.0	1.4
Capital Outlay	006064	80.8	62.7	62.7	0.0	0.0
Other Non-BATA Funding		0.0	20.9	20.9	0.0	
<b>Total I-680/I-780 I/C</b>		<b>101.2</b>	<b>102.6</b>	<b>102.6</b>	<b>0.0</b>	<b>11.4</b>

<sup>1</sup> Unaudited

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Sep-01	Current Forecast Sep-01	Net Change	Expended to Date (7/98 - 07/01)	Note
<b>Project 2003 - New Benicia-Martinez Bridge (cont'd)</b>							
<b>Other Budgeted Capital (Allocated and Unallocated)</b>							(a)
Capital Outlay Support		7.1	7.3	7.3	0.0	0.8	
Capital Right of Way		0.0	0.9	0.9	0.0	0.0	
Capital Outlay		28.1	30.0	30.0	0.0	0.0	
<b>Total Other Budgeted Capital</b>		<b>35.2</b>	<b>38.3</b>	<b>38.3</b>	<b>0.0</b>	<b>0.8</b>	
Total Capital Outlay Support		78.2	76.8	76.8	0.0	36.4	
Total Capital Right of Way		21.1	21.1	21.1	0.0	10.0	
Total Capital Outlay		428.2	431.3	487.4	56.1	5.9	
Non-BATA Funding		0.0	31.0	31.0	0.0	0.0	
Project Contingency (BATA)		58.4	25.7	25.7	0.0		
<b>Total New Benicia-Martinez Bridge</b>		<b>586.0</b>	<b>586.0</b>	<b>642.1</b>	<b>56.1</b>	<b>52.3</b>	
<b>Project 3002 - Carquinez Bridge Replacement</b>							
<b>Replacement Bridge &amp; North Approach</b>							(b)
Capital Outlay Support	01301x	17.7	47.7	47.7	0.0	26.4	
Capital Right of Way	013019	3.0	3.0	3.0	0.0	2.7	
Capital Outlay	013014	213.7	243.1	243.1	0.0	116.3	
<b>Total Replacement Bridge &amp; N. Approach</b>		<b>234.4</b>	<b>293.9</b>	<b>293.9</b>	<b>0.0</b>	<b>145.3</b>	
<b>South Approach &amp; Interchange</b>							(c)
Capital Outlay Support	01305x	22.7	32.4	32.4	0.0	13.2	
Capital Right of Way	013059	5.0	5.0	5.0	0.0	4.0	
Capital Outlay	013054	116.0	73.9	73.9	0.0	8.5	
<b>Total South Approach &amp; I/C</b>		<b>143.7</b>	<b>111.1</b>	<b>111.1</b>	<b>0.0</b>	<b>25.6</b>	
<b>Maintenance Facility Phase I &amp; II</b>							(d)
Capital Outlay Support		0.7	4.8	4.8	0.0	2.9	
Capital Right of Way		1.6	1.6	1.6	0.0	1.4	
Capital Outlay		7.0	8.1	8.1	0.0	3.1	
<b>Total Maint. Facility Ph I &amp; II</b>		<b>9.3</b>	<b>14.6</b>	<b>14.6</b>	<b>0.0</b>	<b>7.5</b>	
<b>Demolition - 1927 Bridge</b>							
Capital Outlay Support	01309x	2.0	4.1	4.1	0.0	0.1	
Capital Right of Way	013099	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	013094	16.0	16.0	16.0	0.0	0.0	
<b>Total Demo - 1927 Bridge</b>		<b>18.0</b>	<b>20.1</b>	<b>20.1</b>	<b>0.0</b>	<b>0.1</b>	

Notes

- (a) Includes EA 00601\*, 00608\*, 0060A\*, 0060C\*, 0060F\*, 0060G\*, 0060H\*  
(b) Includes EA 00453\*, 01301\*, 01303\*, 01304\*  
(c) Includes EA 01302\*, 01305\*, 04700\*  
(d) Includes EA 00607\*, 01308\*



BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Sep-01	Current Forecast Sep-01	Net Change	Expended to Date (7/98 - 07/01)	Note
<b>Project 3002 - Carquinez Bridge Replacement (cont'd)</b>							
<b>Other Budgeted Capital (Allocated and Unallocated)</b>							(e)
Capital Outlay Support		0.6	7.7	7.7	0.0	0.9	
Capital Right of Way		0.0	1.5	1.5	0.0	0.0	
Capital Outlay		10.6	13.6	13.6	0.0	5.1	
<b>Total Other Budgeted Capital</b>		<b>11.2</b>	<b>22.8</b>	<b>22.8</b>	<b>0.0</b>	<b>6.0</b>	
Total Capital Outlay Support		43.7	96.8	96.8	0.0	43.6	
Total Capital Right of Way		9.6	11.1	11.1	0.0	8.0	
Total Capital Outlay		363.3	354.8	354.8	0.0	133.0	
Project (BATA) Contingency		16.5	17.1	17.1	0.0		
<b>Total Carquinez Bridge</b>		<b>433.2</b>	<b>479.8</b>	<b>479.8</b>	<b>0.0</b>	<b>184.6</b>	
<b>Project 4003 - Richmond-San Rafael Bridge - West Trestle and Fender Rehabilitation</b>							(f)
Capital Outlay Support	0438Ux	5.4	0.7	0.7	0.0	0.7	
Capital Right of Way	0438U9	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	0438U4	33.9	0.0	0.0	0.0	0.0	
Other Non-BATA Funding		0.0	34.6	34.6	0.0		
Project (BATA) Contingency		6.1	0.0	0.0	0.0		
<b>Total R-SR Bridge - W. Trestle &amp; Fender Rehabilitation</b>		<b>45.4</b>	<b>35.4</b>	<b>35.4</b>	<b>0.0</b>	<b>0.7</b>	
<b>Project 4002 - Richmond-San Rafael Bridge - Deck Replacement</b>							
Capital Outlay Support	04152x	9.0	5.0	5.0	0.0	0.0	
Capital Right of Way	041529	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	041524	33.0	33.0	33.0	0.0	0.0	
Other Non-BATA Funding		0.0	4.0	4.0	0.0		
Project (BATA) Contingency		11.4	11.4	11.4	0.0		
<b>Total R-SR Bridge - Deck Replace</b>		<b>53.4</b>	<b>53.4</b>	<b>53.4</b>	<b>0.0</b>	<b>0.0</b>	
<b>Richmond Parkway (Non-Caltrans)</b>							
Capital Outlay Support	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	non-Caltrans	5.9	5.9	5.9	0.0	2.2	(g)
<b>Total Richmond Parkway</b>		<b>5.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>2.2</b>	
<b>Total Northern Bridge Group</b>		<b>1123.9</b>	<b>1160.4</b>	<b>1216.6</b>	<b>56.1</b>	<b>239.8</b>	

Notes

(e) Includes EA 01306\*, 01307\*, 0130A\*, 0130C\*, 0130D\*, 0130F\*, 0130G\*, 0130H\*, 0130J\*, 0130X\*

(f) Includes EA 04382\*, 04383\*, 0438U\*

(g) Total reimbursements made to the City of Richmond for current allocation.

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Sep-01	Current Forecast Sep-01	Net Change	Expended to Date (7/98 - 07/01)	Note
<b>Southern Bridge Group</b>							
<b>Project 6004 - San Mateo-Hayward Bridge Widening</b>							
<b>Widen Trestle</b>							
Capital Outlay Support	04501x	7.9	8.2	14.9	6.7	7.3	(h)
Capital Right of Way	045019	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045014	124.8	124.7	124.7	0.0	62.4	
<b>Total Widen Trestle</b>		<b>132.7</b>	<b>132.9</b>	<b>139.7</b>	<b>6.7</b>	<b>69.7</b>	
<b>Widen Roadway</b>							
Capital Outlay Support	04503x	4.3	2.3	6.0	3.7	6.6	
Capital Right of Way	045039	1.0	0.0	0.0	0.0	0.0	
Capital Outlay	045034	29.2	26.0	26.0	0.0	23.1	
<b>Total Widen Roadway</b>		<b>34.5</b>	<b>28.3</b>	<b>32.0</b>	<b>3.7</b>	<b>29.7</b>	
<b>Construct Mini Toll Plaza</b>							
Capital Outlay Support		1.7	1.7	3.8	2.1	1.0	
Capital Right of Way	04502x	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045029	4.4	6.3	6.3	0.0	0.0	
<b>Total Mini Toll Plaza</b>	045024	<b>6.1</b>	<b>8.0</b>	<b>10.0</b>	<b>2.1</b>	<b>1.0</b>	
<b>Other Budgeted Capital</b>							
Capital Outlay Support		1.6	3.7	6.7	3.0	1.8	(i)
Capital Right of Way		0.5	1.4	1.4	0.0	0.5	
Capital Outlay		8.9	8.0	8.0	0.0	0.0	
<b>Total Other Budgeted Capital</b>		<b>11.0</b>	<b>13.2</b>	<b>16.2</b>	<b>3.0</b>	<b>2.3</b>	
Total Capital Outlay Support		15.5	15.9	31.4	15.5	16.7	
Total Capital Right of Way		1.5	1.4	1.4	0.0	0.5	
Total Capital Outlay		167.3	165.0	165.0	0.0	85.5	
Project (BATA) Contingency		19.3	21.3	5.7	-15.5		
<b>Total San Mateo-Hayward Bridge Widening</b>		<b>203.6</b>	<b>203.6</b>	<b>203.6</b>	<b>0.0</b>	<b>102.7</b>	
<b>San Mateo-Hayward Bridge - West Approach Replacement Planting</b>							
Capital Outlay Support	04860x	0.1	0.1	0.1	0.0	0.0	
Capital Right of Way	048609	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	048604	0.2	0.2	0.2	0.0	0.0	
Project (BATA) Contingency		0.1	0.1	0.1	0.0		
<b>Total SM-H Bridge W. Approach Replacement Planting</b>		<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	

Notes:

(h) Includes EA 00305\*, 04501\*

(i) Includes EA 04504\*, 04505\*, 04506\*, 04507\*, 04508\*, 04509\*

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Sep-01	Current Forecast Sep-01	Net Change	Expended to Date (7/98 - 07/01)	Note
<b>I-880/SR-92 Interchange Improvement</b>							(j)
Capital Outlay Support	23317x	20.8	20.8	20.8	0.0	4.2	
Capital Right of Way	233179	8.0	8.0	8.0	0.0	0.0	
Capital Outlay	233174	70.3	70.3	70.3	0.0	0.0	
Non-BATA Funding		0.0	10.0	10.0	0.0		
Project (BATA) Contingency		25.1	25.1	25.1	0.0		
<b>Total I-880/SR-92 I/C Improve.</b>		<b>124.2</b>	<b>134.2</b>	<b>134.2</b>	<b>0.0</b>	<b>4.2</b>	
<b>Dumbarton Bridge West Approach Projects</b>							
<b>US101/University Avenue Interchange Reconstruction (non-Caltrans)</b>							
Capital Outlay Support		0.0	0.0	0.0	0.0	0.0	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		3.8	3.8	3.8	0.0	3.7	(k)
<b>Total US-101/University Ave.</b>		<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>3.7</b>	
<b>Bayfront Expressway (SR-84) Widening</b>							
Capital Outlay Support	00487x	4.4	4.4	4.7	0.3	3.5	(l)
Capital Right of Way	004879	1.3	1.3	0.1	-1.2	0.0	
Capital Outlay	004874	24.8	24.8	26.7	1.9	0.0	
Project (BATA) Contingency		3.3	3.3	2.4	-0.9		
<b>Total Bayfront Expressway (SR-84)</b>		<b>33.8</b>	<b>33.8</b>	<b>33.8</b>	<b>0.0</b>	<b>3.5</b>	
<b>Total Dumbarton Bridge W. Approach</b>		<b>37.6</b>	<b>37.6</b>	<b>37.6</b>	<b>0.0</b>	<b>7.2</b>	
<b>Total Southern Bridge Group</b>		<b>365.7</b>	<b>365.7</b>	<b>375.6</b>	<b>0.0</b>	<b>114.4</b>	

**Notes:**

(j) Includes EA 01601\* and 01602\*

(k) Total reimbursements made to the City of East Palo Alto for current allocations

(l) Includes EA 01511\* and 01512\*

**General Notes:**

1. Capital outlay support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital right of way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital outlay includes construction bid items, supplemental construction work, state furnished materials, construction contingencies, and external third party agreements.